Good day fellow members, We have had more correspondence from the NHMA with rule adjustments, with the results that we will make some changes.

We will place it on the agenda for the next meeting, in the mean time it is not the safety officer’s roll to determine whether an engine is safe to be started but the onus is on the owner of the engine to be responsible for its safe working.

Next month we will bring out our amended club rules.

Last month we took along our British engines to an all British day display. There was some beautifully restored machines at the display, motorcycles, many types of cars and our engines. The venue was pretty good to with all the exhibits placed around an artificial lake at the Cathedral School.

The is a few restorations going on at the club Ian W has just about finished a Lister D, Ian M is well into his Metz & Weis, Russell is attacking a Fairmont, Stuart has started on his Sundial, not sure what the others are up to but I am working on a Nova I acquired from Ian Williams.

Keith
**WANTED**
Sell—Buy—Swap—Info

**Wanted**
Your stories
Contact Keith Hendrick on 47888551 or mail to
23 Flagstone Av Rangewood
Thuringowa 4817

**Wanted** a copy of a hand book/manual for a TADCO 4-stroke 1944 army battery charging set 12 volts side valve air cooled series 442243 dynastart 300 watt made at Hawthorne Vic * Contact Ian Matthews on (07) 47731563 or e-mail ianm01@hotkey.net.au

**Wanted** 2 or 3 Hp R/T engine complete or enough parts to make a complete engine. Am prepared to travel to collect.
Contact Merv Carey on 0747731260 A/H

**Wanted** Southern Cross Diesel Mark YD 9hp at 1200rpm Made between 1938-1940
They had long crank shafts and base plates.
Contact Ian Matthews on Ph 0747731563 ianm01@hotkey.net.au

**Wanted** Section Car parts, Belt Tensioner Handle and a Gearbox.
Contact K Hendrick on 47888551

**Give Away** Wisconsin engine parts
Contact Garry Blyth on 47788772

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**ENGINE NUMBERS**
I can date or send you the engine number list that will cover your engine from the following list

**Briggs & Stratton.** Form 1921 to 1949

**Economy, Hercules, Arco, Jaeger**
Prefix letters needed for some models
**Hercules** only except for X & J Series
**Fairbanks-Morse** 1911 to 1948

**Fuller & Johnson**
**IHC Prefix letters a must have 1906 to 1948**
**IHC Cub tractors**
**John Deere** 1923 to 1946
**Lister** 1909 to 1950
**Maytag** 1927 to 1952
**A H McDonald** engines and tractors prefix letters a must date only for single engine no email list
**Novo** 1919 to 1931

**Cletract** Tractors 1916 to 1942 model number needed
**Ronaldson & Tippett** 1911 to 1940 Does not cover the ‘N’ type
For more info and some manuals contact
Brian Pump Ph or Fax 07 477452214
also has manuals for the ‘N’ type
**Ruston Hornsby** from Ray Hooley. Approx dates by Group index and class type for exact date by engine number contact Pat O’Brien 07 47739751
Email pcobe@bigpond.com

**Southern Cross** not exact but within a couple of years for manuals and info on other SC products contact Brian Pump Ph or Fax 07 477452214  no email list

**Stover** 1903 to 1942
**Waterloo** 1906 to 1923
**Wisconsin** 1936 to 1959
**Witte** 1911 to 1954

Ian Matthews Ph 07 47731563 Email * ianm01@hotkey.net.au

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Bill Osborne & Staff of BP Dalrymple
Bayswater Rd
Sponsor North Queensland Machinery Preservationists by donating fuel
Hello, just letting you know what I’ve been up to while I’m guarding the west coast, I went to one of the local tips the other day and came across an old Sunshine pump (just like Mick’s on his Lister “D”) I got it home and started checking it out. It’s all rusted up and stuck fast, but it should come good after a good clean. All my gear is still packed away in boxes, and I don’t really want to go hunting through them to find things. Next time I move I’ll make a list of what I put in what box, I have over 40 boxes stacked away in my store room and garden shed, Murphy’s law being what it is, it would be the last box I check to find what I was looking for. My next and last move will be back home to Townsville so I shouldn’t have to worry about this problem again. Back to my rust problem, I was lucky enough to get a power supply from Ian W but I wanted to know what Volt and what Amps I was pulling, so I made up a little black box with a 0-50 DC Volt meter and a 0-15 DC Amp meter with 2 male and 2 female Banana plugs, this way I can fit it to suit any type of Battery charger. Now I needed to get some Lead for an anode, not a hope, don’t sell it, don’t use it, nobody’s ever asked for it before, bugger now what! I’ve tried everything else lead is the go, wheel weights, now that would work. So down to the local super market car park, no it would take to long, so I went to the local tyre shop and got some old one’s. I put 2 pieces of 40mm angle iron together to make a box about 1m long, clamped it together and sat it on a piece of flat plate in the vice. I melted the weights in a ladle (I bought from a Chinese super market some time ago), over a little gas ring, scooped out the steel bits and dross. I poured about half the ladle in and let it cool, I then put a steel 5/16” rod bent at the end in, I then poured the rest of what was in the ladle into the angle iron, still holding the rod until it cooled, now the rod was stuck fast, I just kept on melting the weights and pouring it into the angle iron up to the top, or in my case just down from the top as I ran out of weights. I now have an anode 40mm x 40mm x 950mm and with a nice 1m long bit of 5/16” rod sticking out the end so I can clamp my power supply to it.

Andy.
Carburetor overhaul: The Lukenhimer Carburetor has very few working parts. My carburetor had the adjustable main jet broken off and mushroom valve was badly worn on the stem. The easiest way out of this situation was to enlarge the valve stem guide until the hole was round and parallel. This was done using a small fixed reamer. A new mushroom valve was turned up with an oversized stem to suit the new hole. The faces were lapped to give the valve a good seal. The old broken main jet was removed from the carburetor body and a Stromberg adjustable main jet was adapted utilizing part of the old main jet thread. Fitting a new spring to the valve finished the overhaul and the carburetor was completed.

The next task undertaken was the manufacturing of a fuel tank. This task was made easy by using an old 134A refrigerant cylinder. Fittings were silver soldered into the cylinder as required. I had made the decision to locate the fuel tank lower than the carburetor, thus requiring a non return valve. The non return valve was manufactured from brass fittings and a steel ball. This new return valve was then fitted to the outlet on the tank.

Magneto: It was time now for some spark! The pushrod which triggers the low tension magneto arm is operated by an offset pin mounted on the front end of the side shaft and is supported by a brass ball bush [turned out of a solid piece of brass]. As the side shaft turns, the rod is retracted away from the low tension magneto trip arm and then pushed forward, coming into contact with the magneto arm and forcing the arm approximately 45 degrees from the vertical until the push rod is at its full stroke when the angle changed due to the change of direction and the magneto arm slips off and is returned to its vertical position by a heavy spring. This sudden return of the armature creates a current of about 6 volts A.C.

The manufacture of a new jib key commenced with the purchase of a length of key steel, the correct width and height. I then cut the key to length using the original key as a sample and then cut two more pieces to fit to the end of the key to be used as a head for the key. These two pieces were silver soldered one on top of the other to form the head. The three pieces were then drilled through and three 5/32” needle rollers were driven in the full depth of the head. The head was then ground to the shape of the old key. The key was then finish by being milled and hand filed to fit.

Oilers: Both the oilers required attention. One oiler only required servicing and fitted with all new gaskets and seals. The second one required a new stainless steel needle, spring and toggle. These were made up and all new gaskets and seals were fitted. The glass for this oiler was in two pieces. Super Glue was used to repair this glass. All the oil well caps were missing. Five new caps were machined from flat brass strap and solid brass rod. The wicks were manufactured from five lengths of wool and copper fuse wire. My belief is that I may have used too many lengths of wool, as the oil from the reservoir disappears too quickly, maybe three lengths would be suffice. I have not bothered to change from five to three as to have too much is more beneficial than too little.

Ian Williams

Final chapter next month